



City of Raleigh

# **RALEIGH STREET DESIGN MANUAL (RSDM)**

2014 – 2015 Revisions



# Agenda

- Overview
- Proposed Changes
- Document Improvements
- Milestones
- Contact Information

Rene Haagen  
Public Works Department  
Transportation Field Services

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# Overview

- Unified Development Ordinance (UDO)
- Raleigh Street Design Manual (RSDM) was created as a technical support document
  - Adopted: November 19, 2013
  - Effective: November 24, 2013

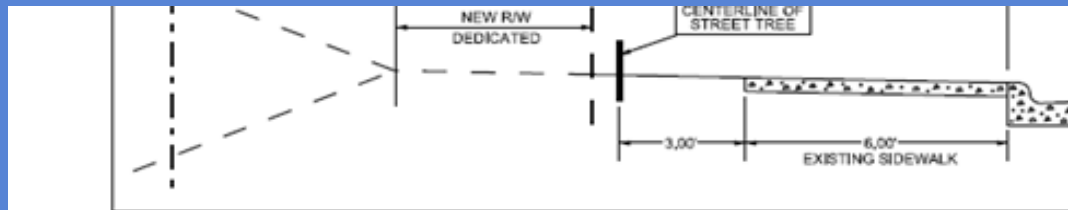


# Proposed Changes

- Changes are **highlighted in red**
- Produce a Smart Document
  - Hyperlinks to web pages, UDO sections, and Standard Details
- Incorporated UDO Sections
- Improved Code References
- Included additional Chapters and Sections

# Document Improvements

- Changes to language are highlighted in red throughout the document



#### Required Existing Conditions:

- a) Existing 6 foot sidewalk along the back of curb
- b) With new right-of-way dedication, sufficient width is available for street tree placement and still be within public right-of-way.

#### Additional Requirements:

None.

## Article 11.2 Streetscape Elements

The Streetscape is made up of multiple elements which differ depending on the street type and

### Section 11.2.1 Utility Placement Easement

- a) The utility placement easement is the area behind the right-of-way line on private property. Fiber optics, Power poles, Power lines, Telephone, Cable and Telecommunications shall be located within this easement.
- b) The easement measures a minimum of five feet behind the required right-of-way line.
- c) Utility Poles are required to be installed behind the sidewalk in the utility placement easement.

### Section 11.2.2 Sidewalk in the Public Right-of-way

- a) All public roadways inside the corporate limits of the City and outside the City when widened shall be constructed with sidewalks installed on both sides of any new street per [Table 11.2.2](#).
- b) Additional right-of-way or easements may be required if sidewalk is located outside the public right-of-way.
- c) Sidewalks shall be required in areas served by any street. Sidewalks shall provide grade separation from the street and shall connect with all public sidewalks, public streets, and greenway access points.

# Document Improvements

- Hyperlinks to associated documents, standard details, and webpages are designated by *underlined italicized blue font*.

Primary guidance on best practices in this chapter is drawn from multiple guidelines:

- a) *ITE Manual on Designing Walkable Urban Thoroughfares*
- b) *Raleigh City Tree and Landscape Guide*
- c) *Section 8.5.2 of the UDO, Streetscape Types*
- d) *Public Right of Way Advisory Group (PROWAG)*
- e) *American with Disability Accessible Design Requirements*

## Article 11.1 Streetscape Types

- A. The required streetscape type is determined by the zoning district or by the designated frontage. Where there is a designated frontage and the zoning district, the designated frontage standard applies. If more than one streetscape type is designated, the Planning and Development Officer shall make the final determination.
- B. Any Major or Minor Encroachment (See Article 4.1 in this Manual) in the Streetscape area within the Public right of way shall require approval by Staff or City Council prior to any building permit approval.
- C. A variation to the Streetscape may require a Design Adjustment by the Public Works Director. See the *Design Adjustment Process* at *www.raleighnc.gov*.

The following Streetscape types are found in *Section 8.5.2 of the UDO*:

- a) Main Street
- b) Mixed Use
- c) Commercial

# Document Improvements

- UDO Sections are designated by an outline box

## Article 3.4 Existing Private Streets

This information can be found in [Section 8.5.3 of the UDO](#).

### General

No new private streets are allowed.

All existing private streets must remain under maintenance of the homeowners' association and must be maintained to equivalent public street standards.

Private alleys must be constructed to the standards in Sec. 8.4.7. and the construction standards specified in the Raleigh Street Design Manual.

Private alleys are not dedicated to the public and shall not be publicly maintained.

### Homeowners' Association

In no case shall the City be responsible for failing to provide any emergency or regular fire, police or other public service when such failure is due to lack of access to such areas due to inadequate design or construction, blocking of access routes, inadequate maintenance or any other factor within the control of the developer, homeowners' association or occupants.

In no case shall any approval, permit or certificate granted be valid unless the homeowners' association documents clearly indicate the limitations of governmental responsibility and unless all conveyances indicate those limitations provided, however, the provisions of this section and all other provisions of the homeowners' declaration are applicable to the portions of the development conveyed and the owners of the conveyed portion, whether or not any such provisions are incorporated into the conveying documents.

### Locked Gate Access

Any private street in existence or approved prior to September 1, 2013 may be considered for gated access.

All private streets and drives with access limited by locked gates or similar devices must provide a pass-key and lock-box of a type, at a location and installed in a manner as may be required by the City fire department for the provision of emergency access.

The owner, including any homeowners' association, shall maintain the lockbox, gate and gate lock in a working order so as to ensure accessibility by emergency personnel and vehicles.

The City and other applicable governmental entities and their respective emergency personnel shall be granted in writing the right, without liability, to break the locked gate or such similar device when emergency personnel reasonably believe that doing so is necessary to save life, prevent serious bodily harm, put out a fire, to prevent a crime or to apprehend an apparent lawbreaker or to avert or control a public

# Document Improvements

- Code Reference Improvements

The diagram illustrates the hierarchy of code improvements. On the left, the word "SECTION" is written in red, with a red arrow pointing to "Section 6.1.1 Roadway Construction Through- and Adjoining Developments". Above this, the word "CHAPTER" is written in red, with a red arrow pointing to "CHAPTER 6 INFRASTRUCTURE REQUIREMENTS". To the right of the chapter title, the word "ARTICLE" is written in red, with a red arrow pointing to "Article 6.1 Infrastructure Sufficiency".

**CHAPTER 6 INFRASTRUCTURE REQUIREMENTS**

**Article 6.1 Infrastructure Sufficiency** ← **ARTICLE**

- A. Every Subdivision or Site Plan shall be subject to a determination of the infrastructure sufficiency, to lessen congestion, facilitate the efficient and adequate provision of transportation, water and sewage, and to secure safety from fire.
- B. Infrastructure shall be considered sufficient where it is demonstrated to have available capacity to accommodate the by the proposed development as well as other approved developments and PD Master Plans.
- C. In order to avoid undue hardship, the applicant may propose to construct or secure sufficient funding for the facilities capacity to accommodate the proposed development at the adopted level of service. The commitment for construction necessary facilities shall be included as a condition of development. More information can be found in [Article 8.2 of the](#)
- D. ~~Plot plans may not be subject to infrastructure improvements, but will be reviewed and can be subject to safety improvements.~~

**Section 6.1.1 Roadway Construction Through- and Adjoining Developments**

- A. All public roadways inside the corporate limits of the City shall be constructed in conformance with City standards and specifications, however, if the roadway is maintained by NCDOT, then the roadway shall be constructed in conformance with either City standards and specifications, whichever is more stringent.
- B. All public roadways that are outside the corporate limits of the City and when water or sewer is connected to the City, shall be made available within one (1) year after approval of a development plan, shall be constructed in conformance with either City standards and specifications, whichever is more stringent.
- C. Roadways that are outside the Corporate limits of the City and where neither City water nor sewer are available or made available within one (1) year after approval of a site plan, shall be constructed in conformance with NCDOT standards and specifications. Raleigh Public Works Department will not require any exactions above and beyond NCDOT requirements.
- D. Roadways that are within a Watershed Protection Area Overlay District or classified as a sensitive area thoroughfare shall be constructed in conformance with either City or NCDOT standards and specifications, whichever is more stringent.
- E. The minimum design cross-section for roadways constructed to City standards are illustrated in City of Raleigh Standards and Specifications. NCDOT for minimum design cross-sections for roadways that require their approval.

**Section 6.1.2 Minimum Paving Construction**

- A. The developer shall be responsible for the cost and installation of the applicable width and pavement design requirements. The improvements shall be installed for roadways in accordance with adopted City or State standards and specifications.



# Document Improvements

- Additional Chapters and Sections

## Current Layout

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## Proposed Layout

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<b>CHAPTER 5 ADMINISTRATIVE REQUIREMENTS</b>
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Section 5.1.1 Design Adjustment Procedure per the UDO
Article 5.2 Fees-in-Lieu for Infrastructure and Streetscape
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Article 5.3 Surety
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<b>CHAPTER 6 INFRASTRUCTURE REQUIREMENTS</b>
Article 6.1 Infrastructure Sufficiency
Section 6.1.1 Roadway Construction Through- and Adjoining Developments
Section 6.1.2 Minimum Paving Construction
<b>CHAPTER 7 TRAFFIC IMPACT ANALYSIS</b>

# Milestones

- March 9, 2015 - Start 45 Day Public Review
- April 23, 2015 - End Public Review
- Stakeholder Comment Review Evaluation
- May 2015 – City Council Review
- July 1, 2015 – Adoption of RSDM

# Contact Information

- Comments will be accepted by email only at

[Rene.Haagen@raleighnc.gov](mailto:Rene.Haagen@raleighnc.gov)

